

The Hong Kong Daily Press

No. 3385 第五十八年三月八日

HONGKONG, WEDNESDAY, NOVEMBER 5th, 1884.

號五十一

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

November 4. GLUCKSBURG, German steamer, 1,093, Berlese, Singapore 21st, October, and Hollow 2nd November, General—Bos. Hrn.

November 4. LUTZ, German g-h't, from Canton.

November 4. TRICOMPAGNIE, French ironclad.

Brix, Saigon 20th October.

November 4. FOOKSANG, British steamer, 990.

Hogg, Shinghien 1st Nov., General—J. A. DINE, MATTHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

4TH NOVEMBER.

Cassandra, German str. for Whampoa.

Lady Harwood, British str. for Cobu.

Glucksburg, German str. for Swatow.

Ningpo, British str. for Shanghai.

Sir G. Webster, British str. for Singapore.

Dartmouth, British str. for Haikoo.

Sea Ripple, British str. for San Francisco.

DEPARTURES.

November 4. NINGPO, British str. for Shanghai.

November 4. SAGHALIEN, French steamer, for Europe.

November 4. ULRISEA, British str. for London.

November 4. GREYHOUND, British str. for Hollow.

November 4. PHRA CHON KLAO, British str. for Bangkok.

November 4. TRUMPHIN, German steamer, for Singapore.

Bentley, British str. for Eddystone.

November 4. BENTLEY, British str. for Eddystone.

November 4. MARIE, German str. for Amoy.

November 4. CASSANDRA, German steamer, for Whampoa.

PASSAGERS.

ARRIVED.

Per Glucksburg, str. from Singapore and Hollow—206 Chinese.

Per Fookens, str. from Shanghai—Miss Wood and Kingham, and 50 Chinese.

DEPARTED.

Per Cassandra, str. from Hongkong—For San Jon—Messrs. Keramont, Cane, Molinier, 6 Chinese, Fookens, 206 Chinese, G. G. Graw, 6 Chinese, John St. John, 206 Chinese—Capt. A. J. de Silva and Mr. G. Isacco, From Yokohama—For Saigon—Four Frenchmen.

For Madras—Mr. Cappella. For Marseilles—Mr. Gargano.

REPORTS.

The British steamer *Fochang* reports left Shanghai on the 1st inst., and had light Northerly winds and fine weather throughout.

SWATOW SHIPPING.

October 26. Fokien, British str. from Amoy.

27. Kong Ben, British str. from Hongkong.

27. Celebes, Dutch str. from Amoy.

28. Ssewo, British str. from Amoy.

29. Cheng H. Kian, British str. from Amoy.

30. Douglas, British str. from Hongkong.

31. Tali, British str. from Hongkong.

31. Kung-pi, Amur str. from Hongkong.

November 4. Nancu, British str. from Amoy.

4. Bothwell Castle, British str. from F'chow.

October 27. DEPARTURES.

27. Fokien, British str. for Hongkong.

27. Celebes, Dutch str. for Hongkong.

27. Kong Ben, British str. for Hongkong.

27. Ssewo, British str. for Shanghai.

28. Roushi, British str. for Chefoo.

29. C. H. Kian, British str. for Singapore.

30. Hesperi, German str. for Hongkong.

31. Douglas, British str. for Amoy.

31. Ulysses, British str. for Hongkong.

AMOY SHIPPING.

October 24. Champion, British-corr. from Foochow.

24. Shaw, British str. from Shanghai.

25. Zafiro, British str. from Hongkong.

25. Fokien, British str. from Tamsui.

25. Names, British str. from Hongkong.

26. Pochill, British str. from Swatow.

27. Pincon, British str. from Tamsui.

27. Giselle, British str. from Foochow.

28. Polina, British str. for Swatow.

29. Hailong, British str. for Hongkong.

29. Celebes, Dutch str. for Swatow.

30. Tiverton, British str. for New York.

30. Champion, British str. for Hongkong.

30. Vigilante, British str. for a cruise.

31. King, British str. for Foochow.

31. No. 10, Cutty Sark, for Fisher Island.

31. Nancu, British str. for Foochow.

31. Ssewo, British str. for Swatow.

32. Ssewo, British str. for Shanghai.

32. Store Norden, Dan str. from Shanghai.

33. Dubus, German str. from Foochow.

33. Names, British str. for Foochow.

33. Douglas, British str. for Amoy.

33. Ulysses, British str. for Hongkong.

34. Champion, British str. from Tamsui.

34. King, British str. from Foochow.

34. King, British str. for Foochow.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the Duke of EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRIES,
AND
OPERATED WATER MAKERS.

SHIPS MEDICINE CHEMISTS REPTIFIED
PASSENGERS SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.
Advertisements and Subscriptions which are not forwarded for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, NOVEMBER 5TH, 1884.

EXAMINERS in engineering, like doctors, often differ, and laymen are puzzled how to decide between them. Some months ago Captain Lorius, hydrographer to the King of Siam, who accompanied a French surveying expedition to the Isthmus of Krau to examine certain routes across the Malay peninsula to ascertain whether it was practicable to cut a canal through, published the results of his observations, and condemned the project as being far too costly to yield any adequate results from its construction. The saving in time, he contended, would not be sufficient to tempt shippers to incur the expense of the canal dues, and the traffic through the canal could not return any decent interest on the vast capital sunk. Mr. HENRY F. HOPE, writing in *The Times* on the same subject, takes a very different view of the undertaking. He contends that the saving in time and distance that would be effected by the canal would be greater than was estimated by Capt. Lorius, if instead of imaginary points off Dindra Head and in the China Sea, the distance of the mail steamers were taken, and proceeds:—"Pronouncing that the distance to the canal from Calcutta direct is 920, from Madras 1,200, from Colombo 1,220, from Bangkok 250, from Saigon 550, and from Hongkong 1,380 miles, and allowing 50 miles for the canal, we have the following savings in distances:—(1) Colombo to Hongkong direct, 347 miles; (2) Colombo to Saigon direct, 377 miles; (3) Calcutta to Hongkong, 637 miles; (4) Madras to Hongkong 480 miles." But Mr. HOPE certainly does not make out much of case for the canal by the foregoing figures. The saving of distance and consequently of cost would almost be counterbalanced by the canal dues, and the time saved, about a day and a quarter, would not be a matter of much moment on a long voyage. It is true that in the case of steamers trading direct between Europe and Bangkok, Calcutta, and Bangkok, there would be a considerable economy of time and distance effected by the cutting of a canal through the Isthmus of Krau, but the direct trades with Siam will not for generations to come pay for the enormous outlay such a work would entail. Siam is, we think, destined rather to be opened up by a system of railway communication with British Burma and the Malay peninsula. The countries of Indo-China unquestionably possess large resources, but they are very undeveloped, and the trade of Siam and Cochin-China is a mere trifle as compared with that of China, and can expand but slowly because the population of the Indo-Chinese countries is comparatively thin. Since the successful formation by M. de Lessays of the Suez Canal, engineers have been casting about all over the world for opportunities to accomplish similar feats, but with the exception of the Isthmus of Panama there is no portion of the globe where anything like so important a work can be performed. The main object of any engineering work of the sort is, we take it, the reduction of distance and expense. If a canal only slightly reduces the distance in a passage, it can hardly command itself to hard-headed capitalists, who will want to see some reasonable likelihood of the new route proving remunerative. We do not see much prospect of a Krau Canal giving any sufficient return on the outlay, and there is no doubt the excavations would be very much more extensive and difficult than those of the Suez Canal. The project may become a necessity perhaps some day, but the time is not yet. The trade must attain much larger dimensions before it will pay to spend millions of dollars to reduce the passage from Europe to the Far East by some 30 hours, especially as the canal is not designed to save a passage round some stormy point but merely to avoid the Straits of Malacca, one of the safest and most untroubled stretches of water in the world.

THEIR SAVAGE COWARDICE, exhibited by that brigadier CHAN PAK-LUN and the Viceroy Ho JW-CHANG has excited the indignation of the people of Fukien, and they have strongly memorialised the Throne against those officials. We are glad to note this action, as it is an indication that there is some sort of public opinion in China, and that the British, incapacity, and cowardice of the Fukien authorities will not go unnoticed. Yet, while it is satisfactory to find that the craven conduct of CHAN and Ho has been officially brought before the Throne, it is to be feared that they will escape with temporary degradation and that similar complaints against other members of the mandarinate might be brought with perfect truth. For instance, we should like to know who is responsible for the careful withdrawal of the Chinese fleet from the French squadron, and how after it had been in large numbers, and how after they were pouring powerful streams of water upon the burning house from the street in front of the French embassy, the Chinese had to retreat down the street at about 5.40, in ten minutes more nothing but a smoking, smoking mass with no more fire to be seen than a few sparks here and there, and all danger of the fire spreading to the buildings on either side or at the back was not even born in the mind of the following day, and so it was destroyed.

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cult matter. The Chinese possess some good and fast cruisers which might have hovered on the wake of the French squadron and given it a great deal of trouble. In consequence of the entire absence of any Chinese vessels, the French blockade of Formosa can be easily maintained, and French gunboats can steam down singly, and in perfect safety, to Hongkong to coal or to refit. This would not have been the case had the Chinese not been struck with such a mortal terror that they fear to allow even their new ironclads to be seen, and carefully lay them up out of harm's way at Port Li. They need not have thrown them in the way of the united French Squadron, but they might usefully have employed them in preventing the blockade of Formosa being rendered effective and in cutting off stragglers. However, like CHANG PAK-LUN, the commandants of the Chinese men-of-war prefer to view the progress of events from a safe distance, and the French consequently have it all their own way. When Formosa has been settled with, Admiral CORSAIR will, probably proceed in search of the Chinese navy, and insist upon an interview with its valiant commander.

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The French ironclad *Triomphant*, Captain Bache, arrived here yesterday from Saigon.

The German gunboat *Thule*, Lieutenant-Commander Brotz, arrived here yesterday from Canton.

Major-General SARGEON paid visits yesterday afternoon to the French man-of-war *Nissey* and *D'Esting*, and received the usual salutes on leaving.

Mr. THURSDAY read the financial statement, which showed a balance in hand of \$10,299.

The CHIEFMAN—I beg to propose that these very satisfactory accounts be adopted by this meeting.

Mr. F. D. SASSOON seconded.

Carried unanimously.

The CHIEFMAN—The other business we have to do to-day is the formation of a Jockey Club. We are taking a new departure in Hongkong in racing matters. It has long been felt by influential members of the community that the step of forming a Jockey Club for Hongkong should be taken as soon as possible.

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COMMERCIAL INTELLIGENCE.

TUESDAY, 4th November.

PORT CARGOES.

For steamship *St. Lazarus*, sailed on the 4th November. For Continent—1,062 bales silk, 266

bales cotton, 321 rolls matting, and 12,819

goes, 31 cases silk, 321 rolls matting, and 12,819

packages sundries. For London—132 bales silk,

7 bales waste silk, and 740 packages sundries.

For steamship *Ulysses*, sailed on the 4th November. For London—90,643 lbs. cotton,

158,235 lbs. scented soap, 25,158 lbs. scented

orange peels, 6 cases silk, 230 bales waste silk,

and 74 packages sundries. From Manila—1,345

bales hemp, 13 bales tobacco, 4 cases cigars.

OPUM.

Quotations are—

Malwa (New) \$250 per picul, alike of 1 cavity,

Malwa (Old) \$250 per picul, alike of 3.10 cavities.

Patna (New) \$374 to \$382 per chawst.

Patna (Old) 555 to 557

" Benares (New) 555

" CHINCHAGE.

Bank Bills, on demand 97/4

Bank Bills, at 30 days' sight 97/4

Bank Bills, at 4 months' sight 98/4

Credits, at 4 months' sight 98/4

Documentary Bills, at 4 months' sight 98/4

" " " " " 98/4

ON PARIS—

Bank Bills, on demand 435

Credits, at 4 months' sight 445

ON BOMBAY—Bank, 3 days' sight 225/4

ON CALCUTTA—Bank, 3 days' sight 226/4

ON SHANGHAI—

Bank, sight 703

Private, 30 days' sight 743

SHARES.

Hongkong and Shanghai Bank Shares—116

per cent. premium.

Union Insurance Society of Canton, Limited—

Shares, 44 per cent. div.

China Trades' Insurance Company's Shares—

584 per share. Buyers.

North China Insurance—1,400 per share.

Yantze Insurance Association—11s. 135 per

share.

China Insurance Company, Limited—\$175 per

share, ex div.

On Tai Insurance Company, Limited—1s. 143

per cent. discount.

Canton In-Insurance Office, Limited—\$874 per

share. Buyers.

Hongkong Fire Insurance Company's Shares—

345 per share. Buyers.

China Fire Insurance Company's Shares—\$63

per share. Buyers.

Hongkong and Whampoa Dock Company's

Shares—44 per cent. premium.

Hongkong and Whampoa Steamboat Co.'s

Shares—32 per cent. premium.

Indo-China Steam Navigation Co.'s Shares—

30 per cent. discount.

China and Manile Steamship Company, Limited—

33 per cent. discount.

Dongas' Steamship Company, Limited—Par, nominal.

Hongkong Gas Company's Shares—\$90 per

share.

Hongkong Hotel Company's Shares—\$130 per

share.

China Sugar Refining Company, Limited—104

per share.

China Sugar Refining Company (Debentures)—

nominal.

Luzon Sugar Refining Company, Limited—\$70

per share.

Hongkong Ice Company's Shares—\$140 per

share.

Hongkong and China Bakery Company, Limited—

\$160 per share.

Perak Tin Mining and Smelting Company—

542 per share.

Selangor Tin Mining Company—\$20 per share.

Perak Sugar Cultivation Company—1s. 35 per

share.

Hongkong Rose Manufacturing Company, Li-

mited—1s. 30 per share.

Chinese Imperial Loan of 1881—2 per cent. dis-

count.

HONGKONG TEMPERATURE.

(From *Chinese Almanac & Co's Register*)

November 4th.

Thermometer—1s. 100.

Barometer—1s. 100.

Thermometer—1s. 100. (Wet bulb.)

75.

EXTRACTS.

ON A ROSE.

There stood a tree in the glade,
Laden with roses gay,
All dressed in a robe more crimson
Than the red sun's farewell ray.

And one of those blushing roses
I stole from among the rest,

With a crystal dewdrop upon it,

To be worn on my darling's breast.

But the young rose lost its brightness;

It faded, and grew quite dead,

While only to grieve on the weaker

"Could make me wondrous glad,

And thou had, sweet little rose-bud!

The time I were was bright,

Dancing amid thy sisters

All day in the merry light;

Wood by the bee and the insect,

With wings of a silver hue;

Guarded by sleep of soft roses.

Bathed in the morning's dew.

But now where's the dewdrop fair?

That breath more sweet than the wind,

And those laughing eyes above thee?

Then Phoebe bound me kind.

"And the bison which have bonnets these—

More lovely than green hill-side!"

But the little rose would not heed me,

It crooked, it withered, it died,

And I'm left from its fragrant deathbed

A lesson of lasting worth—

One's hapless for one's homesick,

Than anywhere else on earth.

JOHN TURNER.

THE DUKE OF WELLINGTON AND HIS WARRIOR COPENHAGEN.

Perhaps the late Duke of Copenhagen, the Waterloo horse, and his view of the illustrious status, about to be transferred to Aldershot, may interest the general reader at this moment. The Duke himself was no great admirer of the status, but his father thought it very good, and liked it opposite his house. "They talk of Copenhagen's head being like a pig's head," said I, "but I went with Sir Edwin to see it in the foundry. The Duke's head alone protruded at the time, and Sir Edwin declared, he considered it very good, model of a horse's head. I can answer for it, it was very like Copenhagen." I was walking in the Stratford-upon-Avon Park with him one afternoon, when we passed at a railed-off clump of trees. "He was," said he, "like Copenhagen." "By the way," he said, "do you know that the famous 'Up, Guards, and at them' is not my father's or all, but Lord Selkirk's, and the right words are, 'Up Guards, and fire low'?" My father, said Copenhagen, footed it at a stretch at Waterloo. He was a horse not much to look at, but of great endurance and spirit. The Duke got him in Spain and rode him through his Spanish campaigns; he was very fond of him. For years before he died he was kept behind the scenes, and the ladies were all proud to ride him up and down the terrace, in order to have of him a good seat on his back. He was buried here very early in the morning. All the servants turned out, and to their surprise the Duke, who was then very old and failing, got up and appeared at the funeral. When the Duke was brought out, he immediately noticed that one hoof was off. He was very angry, but could not discover the robber. Some months after he had a case. Well, sir, I've won it. Yes, sir, actually won my first case. Coke (an old lawyer)—You're excusable under the circumstances, but with a little experience you may yet do honour to your profession. Young lawyer—Excusable under the circumstances? I don't understand your meaning, Mr. Coke. Coke—Don't understand! Listen—if you had been a lawyer of experience you would have lost that case; that you would advise your client to appeal, if skilfully managed it might have been made to last for years, or at least as long as he had any money. But you have won, and that's the end of it. Let it be a lesson to you for the future.

PROFITABLE POVERTY.

Country clergymen have been heard to complain that the income of a squire's upper servant, eked out by perquisites, is far greater than theirs; but if social precedence were regulated by income, others besides clergymen would find themselves walking behind many persons of smaller situations, so called. Who knows what is the revenue of a college scion or gyp, of a cathedral verger, or of a servant to a East-End doctor in good practice. One of this last species, having suffered injury in a railway accident, claimed

£2000 damages, on the ground that this sum represented only a single year of his ordinary income. His wife were derived from patients who wanted to see his master out of their turn. Then, again, there are the crossing-sweepers. There was one who a few years ago used to whine and rattle a tin box in Lombard Street, and there was a certain clerk who regularly every day gave him a penny. One day the clerk dropped a sovereign into the box by mistake. He did not discover his error until after office hours, and by that time the blind man had gone home. However, the clerk managed to learn from a costermonger where the beggar lived, and going to the address indicated at Holloway, was surprised to see a very respectable house in good thoroughfare. A tidy housemaid answered his knock, and he was shown into a middle-class-looking parlour, where presented the blind man appeared dressed like a person in easy circumstances. The clerk stammered his business, and his sovereign was restored to him without demur by the beggar's servant, who was called in for the purpose. But when the clerk was making his apologetic exit, the blind man remarked mildly, "I beg pardon, you have forgotten that you owe me a penny!"—Graphic.

PRZEVALSKY'S WILD HORSE.

Great interest is attached to the question of the origin of our domestic animals, and especially to that of the horse—which is generally supposed not now to exist in an originally wild state. Every fact bearing upon this subject is of importance, and to discovery by the great Russian traveller, Przevalsky, of a new, wild horse, more nearly allied to the domestic horse than any previously known species, is certainly well worthy of attention. This new animal was described in 1881 in a Russian journal by Mr. J. S. Poliakov, and dedicated to its discoverer as *Equus przewalskii*. The recently issued German translation of Przevalsky's third journey enables us to give further particulars of this interesting discovery.

Przevalsky's wild horse has parts on his hind legs as well as on its fore legs, and has broad hoofs like the true horse. But the long hairs of the tail, instead of commencing at the base, do not begin until half-way down the tail. In this respect, *Equus przewalskii* is intermediate between the true horse and the ass. It also differs from typical *Equus* in having a short, erect mane, and in having no fore-lock, that is, no bunch of hairs in front of the man falling down over the forehead. Nor has Przevalsky's horse any dorsal stripe, which, although no means universal, is often found in the typical horses, and in almost always present in the asses. Its whole general colour is of a whitish gray, paler and whiter beneath, and reddish on the head. The legs are reddish to the knees, and then blackish down to the hoofs. It is of small stature, and the legs are very thick and strong, and the head is large and heavy. The ears are smaller than those of the asses. Przevalsky's wild horse inhabits the great Dzungarian Desert, between the Altai and Tianshan Mountains, where it is called by the *Tartars* "Kertsi," and by the Mongols "Satur." It is met with in troops of five to fifteen individuals, led by an old stallion. Apparently the rest of these troops consist of mares, which all belong to the single stallion. They are lively animals, very gay, and with highly developed organs of sight, hearing, and smelling. They keep to the wildest parts of the desert, and are very hard to approach. They seem to prefer especially the salt districts, and to be able to live without water. The pursuit of this wild horse can only be carried on in winter, because the hunter must live in the wilderness districts, and must depend upon a supply of water from melted snow. As may well be

hoped, much expedited during the severe excess of winter into the most remote parts of the desert must take place in January. During the whole time of his stay in the Dzungarian Desert, Przevalsky met with only two herds of this wild horse, and he and his companions shot at it, but failed.

With infinite difficulty they lifted the stallion up, and, after shooting with the rest of the herd after him, Przevalsky and his companions could not kill them next day, and soon lost their tracks. On the second occasion they came upon them from outside, yet one of the herd disappeared, and the others, who were all gone in an instant, and they present the appearance of large steps

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